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The Editor will gratefully receive contributions, in English or Tamil, of articles on matters of *National War Front interest*, and publish them, if suitable, as signed articles, in the Bulletin. The articles should be short and reach the Editor a week in advance.

LECTURE CXCVIII.

COMING DAY OF RECKONING.

(From The Times).

In the Far East, the slow process of closing in upon Japan goes relentlessly forward. In Europe, the day of reckoning is near at hand.

The air offensive, directed mainly from Britain, but powerfully supported from Italy, has reached a height never before equalled, but destined to be excelled during the coming weeks.

The almost silent but unremitting war against the submarine continues successfully. The plans of the Western Allies for a grand assult on the strangling forces that hold most of Europe are nearing completion. In Russia, the great offensive campaign which history may find to be the most significant of the whole war has come to a pause. It began in July of last year, after the Russian High Command had deliberately awaited the enemy's assault upon Kursk, allowing him to blunt his armour before rounding him. It was maintained throughout the rains of the autumn and the cold and snows of the winter, and well into the thaw of the spring. It has recovered vast tracts of territory, penetrated in one quarter far beyond the pre-war frontier of Russia, and at one point crossed the frontier of a German satellite-State. It has inflicted enormous losses upon German

armies, cut to ribbons half the divisions which opposed it on the southern half of the front, and wrested from them such great quantities of transport material that now for the first time the enemy is sorely lacking in respects where he formerly had superiority.

It has been brought to a pause, not by the strength of the enemy's resistance but rather in part by the melting of the snows of the Carpathians, and in part by the necessity after so deep an advance and so sustained an effort, to regroup and reorganise before embarking upon new undertakings. What form these will take, it is not safe to prophesy.

North of the Pripet, and between the mountains and the Danube, lie objectives tempting from the Russian view point and sensitive from the German. The main offensive on either side of the Pripet would seem to promise the most brilliant prizes, but the Russian strength is so great that possibly more than this may be attempted. What is certain is that further great offensives will follow, and that they will not be undertaken without reference to the projects of Russia's allies.

As a pause on the Russian front has come, the air offensive by British and American air forces has been intensified. The part played in it by United States daylight bombers has rapidly increased, and may now be described as a predominating state of affairs that has been reached by overcoming what at one period appeared to be an insuperable difficulty, providing efficient fighter protection to bombers on their longest flight. Long-term strategic objectives, such as the radio-location factory and the Dronier works attacked recently, are still being regularly engaged, but the short-term strategic targets, such as German communications in France, are also being attacked.

Of late, the enemy has frequently avoided combat by day. His spokesmen boast that the object is to maintain a reserve for use on more vital occasions, and this statement contains a measure of truth. It is none the less a confession of penury, because only a grave emergency would justify such tactics. Germany still professes a considerable fighter strength which will have to be overcome sooner or later, but she would not fail to fight the American daylight attacks now if she dared to allot necessary resources to the task. As things are, she is being forced to submit to the infliction of heavy damage, especially at rail junctions and in marshalling yards, while in many instances the attacking Fortress bombers have been operating almost unopposed.

Still greater events are impending. No intelligent observer minimises the difficulties and the sacrifices which must be faced. None will overlook the possibility of temporary setbacks or those accidents which inevitably take place in a certain proportion in all great and prolonged operations of war. The Germans will fight hard and make the tasks which lie before the Allies as painful, costly and perilous as their military skill, armament and fortifications will permit. Yet, if the skill and resolution of the Allies match their opportunities, they can properly look forward to the coming campaigns with sober confidence. They have at long last worked themselves into positions from which it should be possible to deal the enemy most deadly blows.

WEEKLY WAR SUMMARY.

(A)—LEADING EVENTS.

9—5—44 (Tuesday).	*SEBASTOPOL* falls to the Red Army. Rusians liberate entire *CRIMEA*.
	Over 2,000 Allied aircraft bomb Hitler's *EUROPEAN* Fortress.
	Allies advance in all sectors of the *ASSAM* Front.
10—5—44 (Wednesday).	Allies occupy *PALENA* in East *ITALY*.
11—5—44 (Thursday).	Allied aircraft smash Hitler's *EUROPE*.
12—5—44 (Friday).	Allies launch a new offensive in *ITALY*.
	Allies give a last minute warning to *HUNGARY*, *RUMANIA*, *BULGARIA*, and *FINLAND* to quit the war.
13—5—44 (Saturday).	2,000 Allied bombers raid oil production centres in *EUROPE*.
	Allies capture *SAN SEBASTIANO*, *VENTOSA* and *SAN ANGELO* in Italy.
14—5—44 (Sunday).	Allies breach *GUSTAV* line in *ITALY*.
15—5—44 (Monday).	Chinese Forces cross the *SALWEEN* at many points on 100-mile Front.
	Allies take *AUSONIA* in Italy.
16—5—44 (Tuesday).	Allies take *SPIGNO*, *SAN GIORGIA* and *CASTELNUOVO*.
17—5—44 (Wednesday).	Commonwealth Premiers' Conference ends. It declares "Full co-operation with other Nations in *WAR* and in *PEACE*".

(B) NEWS IN BRIEF.

Russia.—The great Black Sea base of SEBASTOPOL has fallen. In trying to hold it, the Germans have lost 20,000 killed, and 24,361 prisoners.

The whole of the CRIMEA has been cleared, and the way is now open for fresh Soviet attacks on the Eastern Front.

Italy.—At the beginning of the week, the Germans, under Allied pressure, withdrew from PALENA and LETTO PALENA twin townships on the lateral road running across the country. Following the withdrawal, the Allies advanced some ten miles forward and occupied an area of 50 square miles.

Forces of the 5th and 8th armies have launched an offensive against the German defences known as the Gustav line, which extend from the Gulf of Gaeta in the S. W. to the plains below PESCARA in the N. E. The main objectives are Via CASSINA and Via APPIA. The Allies have crossed the Rapido River and taken CASTEL FORTE, SAN SEBASTINO and VENTOSA.

Air war.—The magnitude of the air-war is increasing. 2,000 aircraft went out on May 9, and 4,000 on May 10. Two German convoys were attacked off KRISTIANSUND in NORWAY by Barracuda aircraft operating from carriers. 119 German aircraft were destroyed on May 8, when BERLIN was attacked, for a second time within 24 hours.

Other principal targets of the week were BUCHAREST, and the communication centres.

China.—Japanese forces pushing down the PEIPING–HANKOW railway have captured YENCHUNG and SIPENG. They have also cut the LUNGHAI railway near LOYANG.

Burma.—In the ARAKAN, the enemy has reacted sharply, Allied troops were withdrawn from BUTHIDAUNG, which has now lost its importance, as the Allies hold the BUTHIDAUNG-MAUNGDAW road.

The Japanese are fighting desparately in the KOHIMA area in order to retain their slipping hold. The situation here is fluid.

The ASSAM-valley track is out of danger, and the entire NAGA country has been cleared.

On the IMPHAL front, local successes have been secured. The enemy seems to have shot his bolt here. In this area he has been 'out-manœuvred, out-fought and defeated'.

ALLIED AIR RAIDS.

7—5—44. (Sunday).

EUROPE (German occupied).

DAY:—

Industrial and military objectives at BUCHAREST and BERLIN.
Railway yards at NANTES (France).
Ammunition dumps at LEMANS and near TOURS.
Railway yards at NAMUR.

NIGHT:—

Airfields, munition dumps and other military targets inland near the ATLANTIC coast and along the coast of NORMANDY in FRANCE.

Chemical industries near LEVERKUSEN.
Railway yards near BRUSSELS.
Military installations in the PAS DE CALAIS area.

ITALY.

Road and rail targets, ammunition dumps, tunnels and bridges in the battle areas.
Enemy shipping at CIVITA VECCHIA, PORTO FERRATO and off the DALMATIAN coast.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Jap bases at PARAMUSHIRO and SHUMUSHU (Kuriles).
The sea-plane base and airfields in PONAPE Island.
The air bases at RABAUL (N. Britain) and WEWAK (N. Guinea).

BURMA.

Enemy positions, road and river transport in the ARAKAN, MAYU and KALADAN areas.
An oil-pipe line north of LETPADAN.

8—5—44 (Monday).

EUROPE (German occupied).
(119 enemy planes shot down; 9 Allied planes missing).

DAY:—

Targets in BERLIN and BRUNSWICK.
BUCHAREST.
Oil refineries near BUCHAREST (Rumania).

NIGHT:—

The railway yards at HAINE ST. PIERRE.
An airfield and a sea-plane base at BREST.
Military objectives on the coast of FRANCE.
OSNABRUCK.
Laying mines in enemy waters.
Enemy shipping in SEBASTOPOL area.

ITALY.

Traffic on roads near ROME and also in YUGOSLAVIA.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

No information.

BURMA.

Targets in the MAYU, ARAKAN, KALADAN and CHIN HILLS areas.

9—5—44 (Tuesday).

EUROPE (German occupied).

DAY:—

Railyards at VALENCIENNE (N. France).
Communication centres in the LOW COUNTRIES.
Railyards at LIEGE (Belgium) and THIONVILLE (France).
Airfields at ST. DIZIER, LILLE, VENDEVILLE (all in France) and FORENNES (Belgium).
Targets on the coast of NORMANDY.

NIGHT:—

(7 Allied planes missing).
Targets on the French coast and at GENNEVILLIERS.
Ball-bearing works at ANNECY.
BERLIN.
Laying mines in enemy waters.

ITALY and the MEDITERRANEAN.

Railroad bridge at INCISA.
Supply dumps and other targets at GENOA and LEGHORN.
Airfields in CRETE.
A fuel dump in PEROS.

RUSSIA.

(14 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Targets on GUAM (25 Jap planes shot down).
Enemy ships W. of TRUK and off AROE Island.
Airfields and supply areas in RABAUL (N. Britain).
Air combats over SCHOUTEN Islands. (12 Jap planes destroyed).

BURMA.

The Jap strong point of NINGTHOUKHONG.
Targets on the ARAKAN, KALADAN, MAYU and CHINDWIN Valley areas.

10—5—44 Wednesday.

EUROPE (German occupied).

DAY:—

Railway bridge near ROUEN.
Railyards at DOUAI.
Military objectives in the PAS DE CALAIS area.
Targets in FRANCE and BELGIUM.
An aircraft factory near VIENNA.

NIGHT:—(15 Allied planes lost).

Railway yards at LENS and LILLE (France) and GHENT and COURTRAI (Belgium).
Military objectives on the FRENCH coast.
LUDWIGSHAFEN.
Laying mines in enemy waters.
BUDAPEST (Capital of HUNGARY).

ITALY.

Communication bridges and enemy positions in ITALY.

RUSSIA.

(45 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Airfields in the WEWAK area (N. Guinea).
Airfields in the CAROLINES.
PONAPE.
Remaining Jap bases in the MARSHALLS.

BURMA.

Barges, supply dumps and other military targets in the ARAKAN, KALADAN and MAYU areas.

11—5—44. (Thursday).

EUROPE (German occupied).
(18 enemy planes destroyed; 26 Allied planes missing).

DAY:—

11 German marshalling yards in BELGIUM, FRANCE, LUXEMBURG and western GERMANY.

NIGHT:—(16 Allied planes lost).

Railway yards at BOULOGNE and LOUVAIN.
Military objectives in FRANCE and BELGIUM.
Laying mines in enemy waters.
LUBLIN (Poland).

ITALY.

German positions on the GUSTAV line.
Communications and supply dumps behind the battle area.

RUSSIA.

(32 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Landing strips on KURILES.
The harbour at MURILO.

BURMA.

The Rangoon-Mandalay railway between ELA and PYU.
The railway station at MAYMYO.
Targets in the ARAKAN, KALADAN, MAYU and CHIN Hills valley.

12—5—44 (Friday).

EUROPE (German occupied).
(150 enemy planes destroyed and 52 Allied planes lost).

DAY:—

Synthetic oil centres at LEIPZIG (Germany) and BRUX (Czechoslovakia).
Other targets in GERMANY.
Airfields, railways and military objectives in FRANCE and BELGIUM.

NIGHT:—

The Railway yards at LOUVAIN and HASSELT.
Objectives in western GERMANY.
Laying mines in enemy waters.

ITALY.

The port of PIOMBINO and SAN STEFANO.
Two German G.H.Qs. in ITAY.
Communications and supplies behind the enemy-lines in ITALY.

RUSSIA.

(20 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

The airfields at BOMS and KAHILI (Bougainville)
A bridge on CREPERS River.
Warehouses at DUBLON.
Hangars at TRUK.

BURMA.

Airfields at MEIKTILA and HEHO.
Transport in the ARAKAN.
Enemy positions in the KOHIMA, BISHENPUR and PALEL areas.
Targets in the MOGAUNG and KAMAING areas.
Factories in the RANGOON and BASSEIN areas.

13—5—44. (Saturday).

EUROPE (German occupied).
(63 enemy planes destroyed; 22 Allied planes lost).

DAY:—

Railway yards at NAMUR and TOURNAI (Belgium).
The assembly plant at TUTOW.
Marshalling yards at OSNABRUCK.
Military targets in STETTIN area.

NIGHT:—

Railway junction of BREST POLOTSK and NARWA.

ITALY and YUGOSLAVIA.

(15 enemy planes destroyed;
(8 Allied planes missing).

Rail communications in North and Central ITALY.
Gun positions, motor transport and bridges in the battle area.
Road transport in YUGOSLAVIA.
Rail centres at ORVIETO and AREZZO.

RUSSIA.

(35 enemy planes shot down).

Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

The airfield at PENFOIE (Timor).
Airfield and camp areas on BOUGAINVILLE.
Air bases in the WEWAK area (N. Guinea).

BURMA.

Objectives on the TIDDIM Road.
Communications in N. BURMA.
A camp at TAUNGBAW.
KATKYO and **MYITKYINA**.
A large factory in the BASSEIN area.
Locomotives and rolling stock in Central BURMA.
Supplies in the MYITKYINA and KAMAINO areas.

ENEMY AIR RAIDS.

8—5—44 (Monday).

BRITAIN.

No enemy air activity.

RUSSIA and FAR EAST.

No information.

9—5—44 (Tuesday).

BRITAIN, RUSSIA and FAR EAST.

No enemy air activity.

10—5—44 (Wednesday).

BRITAIN, RUSSIA and FAR EAST.

No information.

11—5—44 (Thursday).

BRITAIN.

No enemy air activity.

MEDITERRANEAN.

Allied convoy in the Western MEDITERRANEAN

RUSSIA and FAR EAST.

No information.

12—5—44. (Friday).

BRITAIN, RUSSIA and FAR EAST.

No enemy air activity.

13—5—44 (Saturday).

BRITAIN, RUSSIA and FAR EAST.

No information.

14—5—44. (Sunday).

BRITAIN.

Areas in South and South-west ENGLAND.
(13 enemy planes shot down.)

RUSSIA and FAR EAST.

No enemy air activity.

SIDE LIGHTS.

THE FALL OF SEBASTOPOL. The great Black Sea port of SEBASTOPOL has fallen. In honour of the victory, Soviet forces which participated in the event have been named 'Sebastopol', and 24 artillery salvoes were fired from 324 guns at MOSCOW. A Supreme Order of the Day, hailing the victory says, 'Eternal glory to the heroes who fell in the struggle for the freedom and independence of our country. Death to the German invader'.

Nearly two years ago, the Germans sacrificed 300,000 in killed and wounded at SEBASTOPOL, the lure being the oil of BATUM which lay beyond. But Hitler's armies which came in sight of the CAUCASUS never gained a firm foot-hold there.

The recovery of SEBASTOPOL is illustrative of Soviet strategy. Whereas the Germans took SEBASTOPOL two years ago by a frontal attack, Soviet armies, in order to recapture it by-passed the fortress, and went straight to KHERSON, NIKOLAYEV and ODESSA which lie behind. When these places fell, the surrender of SEBASTOPOL became inevitable.

The Germans had to pay a heavy price before relinquishing the city. In trying to hold out, they lost 20,000 men killed and 24,361 were taken prisoners. The doomed German garrison had received the order to do or die. The enemy's loss during the entire Crimean campaign has been computed at 60,000 officers and men killed, and 51,587 officers and men taken prisoners.

A hundred and twenty years ago, on May 5, Napoleon died at St. Helena, the World's most ambitious failure. He was described at the time in words which may now well be applied to Hitler. A contemporary called Napoleon 'the most ruthless destroyer of

ten millions of the human race and the greatest oppressor of the rights and liberties of the world.' His was the ambition of a maniac. To-day, Mr. Schickelgruber has eclipsed him.

The Nazi High Command has broken the news to the German people by saying that 'SEBASTOPOL has lost much of its strategic importance, especially as the front has been shifted back from the Dniester estuary.' The lie will convince nobody, not even the gullible German folk. Was it for this that millions of German and Rumanian soldiers were sacrificed, first to take and next to hold SEBASTOPOL?

The strategic value of SEBASTOPOL is still as great as ever. The fall of this city has cleared the CRIMEA. It has released large forces for attacks elsewhere, particularly in the Danube area, in RUMANIA, CZECHOSLOVAKIA or POLAND.

The fall of SEBASTOPOL may also be, as events seem to presage, the starting signal for a battle on two fronts. The way is now open at any rate for a Balkan offensive. The German flank on the Black Sea has become exposed. 'Over the ashes of SEBASTOPOL,' says a Soviet Commentator, 'We swear that we will go on to BERLIN.'

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BRITISH CONTRIBUTION TO RUSSIAN VICTORY. Great as the Russian prowess has been, let us not forget the British contribution to this victory. Between October 1, 1941 and March 31, 1944, as Mr. Churchill revealed to the House of Commons on May 10, Britain and the Empire have supplied to the Soviet Union 5,031 tanks, 6,778 aircraft and £ 80,000,000 worth of raw materials, foodstuffs, machinery, industrial plant, medical supplies and comforts. In the past six months alone, 1,250,000 tons of war equipment have been delivered to RUSSIA by the Arctic route, safeguarded by the Royal Navy, and with a loss of only two per cent by enemy action.

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THE GUSTAV OFFENSIVE. The 8th and 5th Armies have opened an offensive against the enemy's GUSTAV Defence Line, which lies across ITALY. The assault is in progress along the entire line running from the Gulf of Gaeta in the S. W. to the plains below PESCARA in the N. E. The main push is directed against CASSINO and the APPIAN way.

This new offensive looks more like the opening of a fresh campaign than an isolated battle. It may even be the first blow struck in the Battle of the Second Front. Says Sir Alexander, C-in-C of the Allied Armies in ITALY:—

'To-day bad times are behind us and to-morrow we can see victory ahead. Under the ever-increasing blows of the Air-Forces of the United Nations, which are mounting every day in intensity, the German war machine is beginning to crumble. The Allied Armed Forces are now assembling for the final battles on sea, on land and in the air, to crush the enemy once and for all.

'From the east and west, from the north and south, blows are about to fall, which will result in the final destruction of the Nazis, and bring freedom once again to Europe and hasten peace for us all.

'To us in Italy, has been given the honour to strike the first blow. No armies have ever entered battle before with a more just and righteous cause. So, with Gods' help and blessing we take the field confident in Victory.'

LULL AND NO LULL. The week under report may be described as one of a continuing lull, which is not however a complete lull. The fall of SEBASTOPOL and the GUSTAV line victories have broken the pause. Also, as a matter of fact, there has never been, during the past few weeks of the so-called lull, complete inactivity. 'Lull' is a curious word to use, when, day and night the bombers and fighters are roaring overhead in their thousands, and the coasts of ENGLAND are shaking with their reverberation as they take off or return. 'Lull' again is an unsatisfactory description of current happenings, when the industrial cities of the enemy and his communications all over EUROPE from the Atlantic to the Black Sea are destroyed by the bursting of tens of thousands of tons of bombs.

Yet there is a lull, a hush at present. We are on the tiptoe of breathless expectation as we wait for the storm to break. Over all EUROPE broods an uneasy spell. The Allies have sent what looks like an ultimatum to the Axis Satellites—a last minute warning.

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THE WARNING. The following is the text of the warning :—

'Through the fatal policy of their leaders, the people of Hungary are suffering the humiliation of German Occupation. Rumania still bound to the Nazis in war, is now bringing devastation to its own people. The Governments of Bulgaria and Finland have placed their countries in the service of Germany, and remain in the war at Germany's side.

'The Governments of Great Britain, the Soviet Union and the United States think it right that these people should realise the following facts :—

'(1) The Axis satellites of Hungary, Rumania, Bulgaria and Finland, despite their realisation of the inevitability of a crushing Nazi defeat and their desire to get out of the war, are, by their present policies and attitude, contributing materially to the strength of the German war machine.

'(2) These nations still have it within their power, by withdrawing from the war, and ceasing their collaboration with Germany, and by resisting the forces of Nazism by every possible means, to shorten the European struggle, diminish their own ultimate sacrifices, and contribute to Allied Victory.

'(3) While these nations cannot escape their responsibilities for having participated in the war at the side of Nazi Germany, the longer they continue at war in collaboration with Germany, the more disastrous will be the consequences to them, and the more rigorous will be the terms which will be imposed upon them.

'(4) These nations must, therefore, decide now, while there is yet time for them to contribute to the inevitable Allied Victory, whether they intend to persist in their present hopeless and calamitous policy of opposing that Victory.'

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THE EMPIRE IS READY. So much for a final warning to the Axis satellites. The Empire is ready to enter on the final phase of the battle of freedom. The Conference of Premiers has met, and has agreed on the common plan of action. The Empire's forces stand straining at the leash. Said Mr. Mackenzie King,

the Canadian Prime Minister on Thursday last, addressing both Houses of the British Parliament :—

'To-day, the Canadian Army awaits the word of command to join with their comrades in the liberation of Europe. The morrow will witness Canadian Forces taking part in the final assault upon Japan. Canada's fight for freedom will be a fight to the finish.' What Mr. Mackenzie King said of the Canadian Forces is true of other Forces of the Empire.

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NAZI PREPARATIONS. Though a Tokyo Radio message, ostrich-like, describe the impending offensive as a 'Second-Front' mirage, the Germans are more alive to the danger. The Nazis know they cannot win the war, but still hope to pull off a negotiated peace by dragging on the war for another winter. They calculate on inflicting big losses on the Allies. They compare their seasoned troops with the raw troops of the Empire and stress their own so-called better Generalship. They believe in 'scorched earth' and 'wholesale demolitions', in their 'secret weapons', their 'fortifications' and their 'surprises'. Above all they believe in the possibility of sowing dissensions among the Allies, forgetting Stalin's recent announcement that by synchronised blows Hitlerite GERMANY will be crushed.

Meanwhile, the enemy is getting ready for the blow—German troops are reported to be moving forward into assigned positions on the Western Front. The German plans here are said to be to prevent a break-through, after the Allied landings. Genl. Dietmar and other responsible German Commentators are agreed that, as the coastline to be defended is very long, landings cannot be anticipated and prevented. For purposes of defence the coast line has been divided into zones, with an inter-locking arrangement.

In NORWAY, Genl. Falkenherst's defence is based on mountains in the north and a defence wall in the south.

In DENMARK Genl. Henneken is reported to have set up strong artillery defences along the coast, and lines of ditches and trenches have been prepared inland.

In HOLLAND Genl. Christiansen proposes to flood the country if his field fortifications fail. His main forces are massed near the SCHELDT, the weakest spot in the zone.

In BELGIUM and FRANCE, the main routes to the Reich have been provided with defences in depth, with ditches, trenches, pill-boxes, hedgehogs, mine-fields, floodings and demolitions.

The first stage will be to oppose the landings; the second will be to rush up forces to prevent a break-through, and the third stage to use mobile forces to prevent encirclement, when the Allies do break-through and also surround them, by landing air-borne troops in the rear.

To strengthen the Western front the enemy may also be contemplating a withdrawal on the Italian Front. The recent flooding of the Pontine Marshes and the present retreat on the GUSTAV line, are indications.

Very large transportation staffs are also said to have been sent to the Western areas affected by the recent air raids on the communications.

Special centres have been selected for troop concentrations, from which mobile forces may be moved up to threatened areas. These extend from PARIS to HOLLAND, but the Allied Air Forces have also made them their special targets.

The Germans have also carefully stocked these concentration centres with war requirements, but these dumps again are also the objects of special attention of the R.A.F. and the U. S. A. F.

But, unfortunately for the defences, the Germans have not sufficient air support on the Second Front. One reason is that the Germans have already practically been deprived of all their forward air-fields by Allied action from the air. The second reason is that what still remains of the *Luftwaffe* has been removed to defend the inner Reich. The majority of the A. A. batteries have been largely removed from the Western coast line, and Rundstedt's defences on the Western front are left to the artillery and infantry, who are well dug in.

Thus, Rommel, as the defender of the Reich, may be said to have adopted a schedule of this kind :—

(1) Atlantic front to be defended by mine-fields, hedge-hogs, pill-boxes and artillery,
(2) ITALY by mountainous terrain,
(3) the Russian front by causing a stalemate, and
(4) the Reich by aircraft.

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AIR-WAR. The air-war is continuing with increasing intensity. The number of aircraft sent out has increased from 1,000 to 2.000. On May 10, over 4,000 aircraft took part. In these attacks, PLOESTI has suffered grievously. Her capacity to produce oil has been reduced to less than 25%. The total weight of bombs dropped by aicraft from the Mediterranean bases has already passed the 2,000,000 tons mark. The PLOESTI railway yards have also been destroyed, as well as its refineries and oil-fields.

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BLOCKADE RUNNING. 'The last resource for infiltration of supplies into Germany' said Lord Cranborne, Minister of Economic Warfare, the other day in the House of Lords, 'has now been closed. Fifteen fast blockade runners, German and Japanese, four of them outward bound and eleven inward bound have been sunk. They were running secretly without lights or wireless, avoiding ports. They carried a secret cargo of rubber (45,000 tons), tungsten (150 tons) vegetable-oil (25,000 tons) and quinine.'

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A FITTING TRIBUTE. We shall close the week's survey with Mr. Mackenzie King's tribute to the British Premier and Nation. Addressing the Prime Minister, at a joint meeting of the British Parliament on Thursday last, he said :—'Four years have now passed since you accepted the leadership of the people of Britain, and leadership of the cause of human freedom. You and your colleagues have led this country, and the cause for which it stands, from the dark days of extreme peril to this hour, when at last, light is beginning to break.

'It is a source of confidence throughout the free world that you, Mr. Prime Minister, are continuing your leadership with vision and courage, which have already become a legend.

'Free nations of the world can never forget that it was the indomitable resistance of the people of Britain that brought precious time for the mobilisation of the forces of freedom around the globe. Britain has been an example to the world of the organisation of a free people for a common task.'

ALLIED BOMBING EFFORT.

	Total weight dropped. Tons.	Monthly average. Tons.
1940	12,795	1,066
1941	31,185	2,598
1942	45,285	3,773
1943	157,160	13,096
January—March, 1944.	135,472	45,157

Monster Raids of 1944.

	Tons.
Brunswick (January 14) ...	2,000
Berlin (January 20) ...	2,300

Monster Raids of 1944—*cont.*

Berlin (February 15) ...	2,500
Leipzig (February 19) ...	2,300
Stuttgart (March 15) ...	3,000
Frankfurt (March 22) ...	3,000+
Berlin (March 24) ...	2,500+

With 1944 the Deluge.

	Tons.
January	40,000
February	37,300
March	58,172

"The grand air offensive against the Reich has now begun in real earnest; the strategic aim of the enemy is to drive the *Luftwaffe* from the sky, and he is trying to achieve it by splitting our forces in simultaneous attacks from Britain and Italy. The number of long range fighters which accompany the bombers can be called gigantic: the day-and-night raids on the Reich, hardly interrupted by a day's interval, are an unmistakable sign that the enemy is fully intensifying the air attack."

Berlin Radio, April 14, 1944.

AIR OFFENSIVE AGAINST NAZI EUROPE R. A. F.'s NIGHT PRECISION BOMBING.

(*By Wing Commander L.V. Fraser.*)

In all the force and fury of the present Anglo-American air assault on Germany and occupied Europe, a new factor in night-bombing has become apparent. Precision bombing by night is now well established, not by fast individual bombers seeking small targets under a bright moon, but by heavy bombers in great strength. Aerial photographs, such as those taken after the recent attack on Juvisy, prove that this R. A. F. night precision bombing is accurate and effective. Close partnership between the R. A. F. Bomber Command by night and the Americans by day has grown even more effective. The R. A. F. as a night partner not only continues blanketing industrial cities, but also puts down hundreds of tons of bombs on precise targets, in a manner which could never have been attempted a year ago save on nights of exceptional moon brilliance and clear weather.

This new kind of night bombing began unobtrusively last February. It depends, of course, on the highly specialised technique of the R. A. F. pathfinder force, which goes ahead of the main bombing force to mark out with flares the exact bull's-eye. It depends also on the R. A. F.'s discovery of the ideal bomb for the precision bombing of individual targets such as factories. This is the 12,000-lbs bomb. It concentrates, immensely, the destructive blast within a definite area.

SMALL TARGET—BIG RESULTS.

During February-March, night precision technique was proved. On the night of March 10, a squadron of Lancasters flew far towards Southern France on its journey of more than 1,000 miles each way to attack by night two small industrial buildings at La Ricamarie, almost indistinguishable from other buildings in the neighbourhood. This must have been one of the smallest targets ever attacked either by night or by day. By

using the new technique, Lancaster crews found accurately and bombed those two small buildings, and the Germans lost a highly specialised factory producing large numbers of needle bearings for variable pitch propellers, aircraft under-carriages and wheels. The factory was demolished. In general, these precision attacks were directed in February and March at aircraft factories in the west of occupied Europe. These factories at Limoges, Albert and many other places, producing for Germany, or repairing German aircraft, were a valuable reserve for the enemy of well-equipped plants, at a time when many similar factories in Germany were being destroyed.

Many precision attacks were made during the moon periods, not suitable for deep penetration of Germany by night, and in any case there was no interuption of night bombing of large industrial areas in Germany itself.

"EXTRA" NIGHT PRECISION BOMBING.

Night precision bombing was "extra".

The attacks assumed the highest importance when they were made on railway-yards in France, to disrupt Hitler's rail communications in the west. On March 7, a considerably larger force than had been generally used to attack aircraft factories in France, bombed the railway yards at La Trappes, near Paris. This attack attracted little attention at the time, but it was the forerunner of yet another phase of night precision bombing and of the air offensive as a whole. It now became not only a question of hitting a single factory with enough bombs to demolish it and no more, but of getting as many bombs as might be used in a moderately heavy attack on a German industrial area on a target covering only a few acres. There was, of course, good reason for this procedure, which might at first sight be thought wasteful.

In the past it had been shown that railway-yards and facilities could be repaired rather quickly and easily when they had received a number of direct hits. It was now proposed to plough up these railway-yards and locomotive sheds, and the repair shops beside them, with so dense a concentration of bomb craters that repairs would become very difficult.

FIGHTERS OPEN WAY FOR DAY RAIDS ON GERMANY.

(*By An Air Correspondent*).

Two things can be regarded as chiefly responsible for the ultimate penetration of the British-based American heavy bombers to Berlin. Those two things are tactical ingenuity and sufficiently high production to make its application possible. And fighter-production and not bomber-production is the vital element.

For enemy fighters do make contact with the bombers, and generally take toll of them. Bomber units of the Eighth Air Force found out for themselves that this was true, as soon as they began their raids on German-occupied Europe rather more than a year ago. For a time they met the Germans with the concentrated fire of cleverly arranged formations. Gradually they came to the conclusion that wherever German fighters were likely to appear in droves, some additional protection would be needed. In providing themselves with that protection the Americans have done an excellent piece of work.

If the heavies were to go to Berlin from British bases, they had to face a journey of 500 miles each way, with the prospect of fighting over a distance of about 300 miles on the

way in, and another 300 miles on the way out. Fighter escort for a trip like that would have been impossible in 1939. A fighter which could carry enough fuel for 1,000 miles, and enough ammunition for 600 miles of combat, would have been so big and heavy that it would be no match for the short-range, single-engine fighters the Germans could send up from home-bases.

PROBLEM TACKLED IN 1940.

The idea of taking the high-performance, single-seat fighter and giving it extra range was tackled by the British, as soon as the evacuation of France showed that they must thenceforth rely only on bases in Britain. The Americans followed the same line in seeking a solution, and the external, detachable tank is the answer. These tanks are usually stream-lined, egg-shaped containers set under the wing towards the tips. In the Spitfire the auxiliary tank is wedgeshaped, and fits close up under the centre section of the wing virtually under the fuselage. They may carry between them anything from 90 to 150 gallons.

The wing tanks can be shed like old slippers the moment the fighter sees a combat in prospect, or as soon as all the fuel in them has been used. When once they have been allowed to fall away, the fighter is as good in speed and powers of manoeuvre as ever it was. It has gained range without sacrificing performance.

That range can only be useful to it so long as the fighter has ammunition left to use against the enemy. When the ammunition is finished it goes home. And most fighter pilots find their ammunition boxes empty after they have pressed the firing button, at most, six times. Ammunition therefore remained a limiting factor. The solution of that puzzle was to throw fresh fighters into the battle, at the time when those on duty might be reckoned to be coming to the end of their bullets or shells.

MUST BE IN STRENGTH.

That was the point at which supply became vital. Plenty of fighters would be needed, if they were to fly out in relays to provide escort reliefs at successive stages on a long journey. The heavy bombers, now attacking Germany in daylight, are going out by the hundred. The Germans send their fighters up in great numbers to attack them. One pilot who went to Berlin, estimated that something like 150 fighters delivered attacks on his formation, as it made its bombing run over the city. The Mustangs which look after the most distant stages of the journey need to be there too in strength.

Lightnings and Thunderbolts shared the escorting work in the earlier stages. They were enabled to reserve their strength for the fighting over Germany by British Spitfires, which covered the bombers on the way across the North Sea and into occupied Europe.

Their fighter units have provided the lever which opens up Germany—the most heavily screened parts of Germany—to the big bombers by day. They are paving the way for daylight raids comparable in weight to the night raids the British have been making for 18 months.

NEW AND DEADLY MINES.

BRITAIN INTENSIFIES MINING CAMPAIGN.

(By A. J. McWhinnie).

Coast-hugging German convoys trying to link up vulnerable areas have in April been roughly handled. That they were open to attack from the air, from fast powerful British motor torpedo-boats, and motor gunboats as well as from long-range British shore batteries was well-known.

But the German people had not been told till now of the extent to which Britain had intensified her mining campaign. In the middle of April, a naval expert of the German Overseas News Agency was put forward to break the news to the German people that their ships were suffering grave dangers as a result of a new and deadly British mines. The naval correspondent admitted that there were often up to a dozen different types which the British had sown in a single minefield, and that not one mine-sweeper could be equipped to deal with so many complicated underwater perils.

MINING BY SHIPS AND AIRCRAFT.

This new menace to Germany's short but vital lifelines was directly attributable to Britain's Navy who devise and produce all the British mines. The actual operation of minelaying is planned by the Navy—even when the mines are dropped by the R. A. F. The Bomber Command of the R. A. F. undertakes 90 per cent of minelaying in German waters. But while undertaking 10 per cent of minelaying, British warships have accounted for 30 per cent of German mining casualties.

I know of some British ships which have steamed so close to Hitler's coast to "lay their eggs" that their crews have come back to Britain with detailed descriptions of German coastal black-out precautions, and of the lights of German cars patrolling coastal roads. That, then, is the sea-war picture against which German people ask themselves whether their soldiers, sailors and airmen can hold back Allied landing armadas when the hour comes.

ANTI-NAZI RIOT IN DRESDEN.

(From the Daily Telegraph).

After a revolt recently by Anti-Nazi elements in Dresden, bodies of hundreds of rioters who had been shot were left lying in the streets as a warning to others.

This account was given by a neutral traveller, who arrived in the city but was not allowed into the town and had to conduct his business at the station. A German acquaintance, he said, told him what had happened. The immediate cause of the revolt is not clear, but it is known that the Anti-Nazi element among the workers is increasing rapidly in the city.

More and more evidence is forthcoming about the Nazi campaign against defeatism involving a new wave of repressive measures.

The *Journal de Genéve*, in an article entitled "Struggle against Defeatism in Germany" says: "Things being as they are, it does not take much to be arrested in Germany. An unconsidered or perhaps too violent a remark in a factory or a street or on the threshold of a provision shop; a sarcastically expressed Heil Hitler during an evening bombardment, or when the day breaks and one stands in front of the ruins—then it is all over with the offender. He is not seen again. Contrary to the former practice, which at least had the merit of removing the final uncertainty, the relatives now are not informed as to the prisoners' fate.

"In a big town in South Germany executions take place at least three times a week. This town is no exception. Even so, the fate of its inhabitants appears almost enviable compared with that of Berliners or Viennese.

"I am alluding only to the execution of the civilians, that is to say, saboteurs, defeatists and disparagers of the régime and enemy agents. The German Resistance Movement also has its victims. They are mostly workers and shopkeepers."

SIGNIFICANCE OF DENMARK HAPPENINGS.

(The Manchester Guardian Stockholm correspondent).

All legal communications with Denmark are still stopped, and the only news coming through about what is happening behind this extraordinary screen is what is learnt through illegal Danish channels.

These report a new wave of sabotage and many German threats, but otherwise give no clear picture. Indications are that the Germans have not increased their administrative control, and that the Danish police are still functioning.

Guesses regarding what is happening go mainly in three directions: the German effort thoroughly to stamp out the resistance movement; urgent military preparations to meet an expected Allied landing; and preparations to attack Sweden.

The latter is regarded as at least likely, in spite of the information received from Norwegian sources that a consignment of 100,000 German-made copies of the Swedish General Staff's maps of Sweden arrived in Oslo on March 28 on a German ship. This would be sufficient for seven or eight divisions. It is also learnt that the Germans in Norway recently mined the roads and bridges close to the Swedish frontier.

Nevertheless, it is thought that Hitler has too much on his hands to spare the considerable army that would be necessary for an attack on well-prepared Sweden. Swedes, however, are on their guard. Great anxiety is felt in Sweden about the fate of the Danish people, as experience, from other countries proves what usually happens when the Gestapo and S. S. are let loose behind hermetically closed frontiers.

MASSACRE IN FRANCE.

The following information has been received from France regarding further atrocities carried out by the German troops of occupation.

During the night of the first of April, a detachment of German S. S. troops massacred the entire male population of the village of Ascq, in the neighbourhood of Lille, in Northern France. This act of terrorism took place in the following manner: A locomotive and two wagons of a German troop train coming from Belgium were derailed in the vicinity of the Ascq railway station. Jumping from the train, German soldiers fired point blank and shot the station master, his assistant, and the signaller. Then they proceeded under the directions of their commander, to scatter in the village, breaking down doors and windows and removing the unfortunate inhabitants. About twenty men including the Vicar were shot. Others were taken to the railway station under escort, and executed on the scene of the sabotage by revolver and machine guns.

The parish priest was shot in the back at the moment when he was giving the Last Sacrament to one of his dying flock. There were in all, eighty six men executed and numerous people gravely wounded.

The local newspaper refused to publish the German note which alleged that shots had been fired at the train during the derailment.

LAVAL DEPORTS THREE HUNDRED THOUSAND MORE FRENCH VICTIMS.

Reliable information has been received from France that thousands of state officials will be included among the three hundred thousand workers whom Laval and Deat have agreed to deport to Germany. These officials will be employed in the construction of roads and fortifications.

The following appeal was sent to the heads of business concerns by the Committee of Action against deportation: "Heads of enterprises, defend yourselves. In future only those French firms working for the Germans in France will be able to obtain the necessary labour reinforcements. All workers not in the employ of the invader are to be sent to Germany." This appeal further revealed that French firms are now compelled to hand over seventy per cent of their productions to the Germans.

The text of a report to Vichy from Fernand de Brinon, Vichy's ambassador to the German authorities in Paris, regarding the coercive measures taken by the Germans during the year 1943, has fallen into the hands of the M. U. R. (United Resistance Movements). It states that during the last twelve months 52,000 Frenchmen have been at grips with the Gestapo. Nearly 30,000 have been sentenced to various terms of imprisonment, and some 860 shot. Some ten thousand were freed after long periods of imprisonment, during which they suffered brutalities and hardships. The vichy Ambassador had no information relating to the remaining 12,700 cases. These are believed to have been shot without trial, as hostages. Brinon further stated that French citizens are seldom made to appear before military tribunals, but remain imprisoned under conditions far worse than those of the condemned. The number of arrests increases daily, while ever growing numbers of Frenchmen are being sent to concentration camps in Germany.

The United Resistance Movements also pointed out that since the Armistice, the total number of Frenchmen who have been shot has amounted to at least 80,000.

SLAVES WHO DEFY THE GESTAPO.

(*Francis Fielding*).

Shivering in the raw air of early morning, ragged, unshaven and hungry, a group of Frenchmen shuffle into line at the order of their guards. Before them is a day's work at a Nazi labour camp.

They have little enough cause to smile; underfed, underpaid, overworked, hundreds of miles from home. But they do smile, a derisory smile, with more malice than mirth in it. It is their guards who look glum. They know the Frenchmen hate them, and those among them who are fanatical Nazis despise the Frenchmen. But over the months a certain rough tolerance has grown up. You cannot shoot everyone who opens his mouth, and it is easier to shoot a Frenchman than to keep him silent.

This morning they have plenty to say. It is the guards who are silent. There is no response when a Frenchman remarks to the air that a man can be quite happy with one leg or half a face. There is a snarl to hurry-up when another remembers this is the last day of the old year, and wishes the guards a good time in the last year they have to live.

The Frenchmen talk loudly among themselves as they move off. They agree that they must start a fund for the orphans of such admirable méssieurs as their soon-to-be-dead guards.

The guards have been combed out for the dreaded Eastern Front.

The Frenchmen are conducting the nerve-war, part of the all-comprehending war of sabotage, which the Sixth Column against Hitler—the 8,000,000 foreign workers inside Nazi Germany—wage against their oppressors.

Stories of this "nerve war" trickle out continuously with escaped prisoners and workers from Germany. Discipline and the morale of the guards varies, and there are Nazi slave camps where a bullet or a blow would silence the mockers. But as darkness deepens over the Third Reich the labour slaves and the prisoners speak and act more boldly.

One escaped worker described recently how on one farm the French prisoners began the day's work by singing in chorus the "song of the farmer's wife whose husband never came back".

At another, the camp guards wilted under the nerve warfare. The man who brought out the story describes what happened in his own words. "We did good business after that with soldiers, when the authorities, terrified of a typhus epidemic, were segregating those infested with lice. We had large supplies of these insects, and we used to sell them to the German soldiers for the price of five marks apiece."

Horrible? Of course it is horrible—as horrible as the foul Nazi creed which thus compels men to abandon kindliness and decency and hit back with every weapon their hands and tongues can devise.

Not all the incidents are so grim. In one camp some of the prisoners had a portrait of General de Gaulle in their room. How they got it was a mystery, but, as one sentry said: "Shut a Frenchman up stark naked in a cell, and the next day you'll find him fully dressed with his pockets stuffed with cigarettes."

The authorities ordered the removal of the portrait. There was a long and heated argument, but eventually the prisoners won.

Hitler's imported slaves are the greatest Sixth Column in the history of the world. I can write most freely of the million and a quarter Frenchmen among them; but there can be no doubt that great numbers of Poles, Russians, Ukrainians, Greeks and others, who have been swept up from all the corners of Europe, are equally united in their hatred of the Germans, and their determination to sabotage even at the risk of life.

Sabotage is no longer individual and unco-ordinated. It is planned and directed. The resistance movement in France has issued orders to the workers and prisoners in Germany. They are addressed to "a French worker forcibly enrolled for Germany."

The foreign workers are spread all over Germany. Their jobs differ from making arms to hair-dressing and waiting in cafés.

Living conditions are very bad. Even official reports to Vichy admit that from 16 to 20 men sleep in rooms of seven by five by three yards, infected with vermin, without sheets, on palliases in which the straw is rarely changed. Food is abominable.

A typical example is a chemical factory in Silesia, where 5,000 workers get only one meal a day, apart from the morning ersatz coffee—for an 11-hour day.

The French prisoners of war—about half a million—are rather worse off than the "volunteer" workers. They are not supposed to speak to the latter, they are not paid; they have roll-call night and morning, and in the evening their shoes and trousers are taken away, and they are locked in for the night. Once the prisoners learn that the so-called "volunteers" are, in fact, pressed men, relations are excellent. So are relations etween the different nationalities.

Latterly discipline has become slightly laxer. The workers cannot be prevented from going into town on their free afternoons, and the streets of towns like Stuttgart are a regular Babel. Foreigners are still forbidden to enter cafés or cinemas, to walk on the pavements, or to speak to German civilians, especially women. But it is impossible to enforce the latter ban, and German women have helped Frenchmen to escape.

Soon the Sixth Column's chance will come, and the dams will give before a flood of pent-up hatred bursting out in the heart of the Reich.

ROLE OF AMPHIBIOUS TANKS IN NEW GUINEA CAMPAIGN.

(*By the Special Correspondent of* ***The Daily Telegraph***).

Amphibious tanks loaded with American troops played a vital part in the capture of two out of the three air-fields on the northern shore of Lake Sentani, near Hollandia.

After rumbling along the motor road from Humboldt Bay, east of the airfields, with occasional detours into patches of swamp and jungle, the tanks took to water again at the eastern end of the 20-mile long lake.

They slipped through swamps into deeper, water and "swam" for several miles before crawling ashore south-east of the Sentani airfield.

The tanks went into battle with the infantry they had carried from the coast, and overran gun positions and dug-outs to take both the Sentani and the Cyclops airfields which lie half a mile apart. One hundred Japanese were killed at Cyclops.

A PUZZLING FEATURE.

The main Hollandia air-field is a mile and a half from the Sentani air-strip.

When the Allies landed at Aitape, 90 miles south of Humboldt Bay, no Japanese were seen, although hot food for 75 men was found uneaten on the mess tables.

R. A. A. F. and ground troops who went ashore with the Americans got the fighter, strip back into use within 42 hours.

A puzzling feature of the New Guinea campaign is the whereabouts of 60,000 Japanese, officially estimated to be between Madang and Tanahmerah Bay.

A few hundred have been seen round Humboldt Bay and the Hollandia airfields, but the enemy has just melted away at all points of contact along the coast.

SUCCESS OF GENERAL MACARTHUR'S NEW OPERATIONS.

All goes well with General MacArthur's new operation in three elements. The leap of some 400 miles, from the furthest point the land forces had reached in New Guinea on to the Japanese base of Hollandia on the border of the Dutch part of the island, is reported to have taken the enemy there by surprise. There was at first no opposition from the air, and there has not yet been any interference from the sea. Other landings in the most difficult country were swiftly successful, and secured the air-strips which were the objective.

Yet the Japanese Command must for some time have been expecting these blows. Since the rate of aircraft attrition this year works out at 1,200 Japanese planes destroyed against 160 of the Allies, the enemy's avoidance of the "mighty air umbrella" which General MacArthur and Admiral Nimitz put up was excusable.

Another comparison is equally significant. The largest fleet yet concentrated in the South-West Pacific, and the greatest number of troops yet engaged in a landing operation there were employed. The wheel has not come full circle, but it has turned far since the spring of 1942, when the Japanese established themselves in New Guinea to invade Australia.

With Allied air and land forces holding and operating from coastal bases in the Dutch territory and at Aitape, the Japanese between the latter point and Madang are cut off. General MacArthur estimates the number at some 60,000. Previous similar operations along the 700 mile chain from Madang to the Solomons have left another 8,000 "completely isolated and strategically impotent."

The growth of the American naval and air power threatens attack on what Admiral King has just called the "intermediate zone of the Japanese defence", over thousands of miles from the Kuriles to the Marianas. There are points in that great arc through which deep penetration would be swiftly dangerous. The distance between the bases has been diminished by the increased radius of action of aircraft.

Longer leaps are possible now than Japan estimated on the eve of Pearl Harbour. It is still a far cry to Tokyo; but with each advance the aircraft and auxiliary shipping on which the cherished Japanese navy depends suffers further mutilation.

ALLIED PROGRESS IN BURMA AND THE PACIFIC.

(*By Liddell Hart in his war commentary in the* "***Daily Mail***").

It may seem surprising that the resistance put up by the Japanese 18th Division, which is opposing General Stilwell's divisions, has not broken down under the double pressure of this advance and our airborne forces which landed in its rear. But so little news has come through regarding the operations in this communication-breaking force that it is not possible to judge why its effects have not been more marked.

In any case, it is necessary to bear in mind that even if Myitkyina should be reached and captured, General Stilwell will have to drive nearly as far again as the distance he has already covered before he can reach the point where the road from Ledo—which is being extended behind his advancing forces—could join the old Burma Road into China. A fundamental handicap of the campaign is that we are trying to carry through an invasion in a theatre so cramped by nature that we cannot effectively deploy and apply more than a fraction of our strength.

Operations in the Pacific may seem hardly more promising when we measure their scale and their pace. But there is a difference which opens up a better prospect. It lies in the scope for applying the compound key of sea and air power in the strategy of indirect approach, which should become more effective as resources increase. Measured in time and space, the Allied offensive in the Pacific looks depressingly slow, and its results look very slight in proportion to the problem. The Allied counter-offensive started a year and three quarters back. It has not yet completed the reduction of the chain of Japanese outposts along the sector facing Australia.

General MacArthur's opening move was against the most southerly and the nearest of the Solomon Islands. The landing on Guadalcanal was made on August 8, 1942, and the reconquest of this island took six months. It was late in June before a force landed on New Georgia, the next considerable island group, and its reconquest took over three months.

Meanwhile, our operations in New Guinea were proceeding slowly and painfully under conditions of appalling difficulties and in the face of the most stubborn opposition. We pursued the offensive for nearly a year before we secured full control of the south-eastern end of New Guinea by the recapture of Lae September, last. But since October the pace in the Pacific has improved. The advance has repeatedly by-passed Japanese positions in New Guinea and in the islands that flank it, leaving their garrisons isolated from supplies and in a state of strategic "internment". As Allied forces multiply, the process may be further extended. The basic factor for both sides is shipping.

WAR ON BURMA FRONT.

(*By Alan Moorehead*).

Two senior army officers—one British and the other American—have flown to London from the India and Burma front.

Here, in a question and answer form, are some of the things that came out of a five-hour conversation.

Q.—Does the Japanese advance amount to an invasion of India ?

A.—No. It is nothing more than a large-scale raid. They have penetrated into India for about 40 miles, but they have not got anything like the forces necessary to stage a full-scale invasion.

Q.—So, what are they trying to do ?

A.—Probably three things. First, to prevent us supplying Stilwell's army in the interior. Second, to prevent us penetrating Burma. Third, to enjoy the propaganda and prestige value of saying that they are fighting on Indian soil.

Q.—What are we trying to do?

A.—Again, probably three things. First, to open up an overland route to China. Second, to clean up Northern Burma. Third, to kill the Japanese.

Q.—Who is winning?

A.—We are on balance. Since we have air strength and the Japanese have not, we are continuing to supply the Stilwell and Wingate forces and they are both offensive. Land supply routes by rail and road to Stilwell are not cut. We have penetrated Burma and we are killing the enemy.

Q.—What happens now?

A.—Hard to say. There is no continuous battle-front in the jungle along the rivers in the mountains. You will not get a quick and definite decision either way, and the wet weather will.

Q.—Any change in the Japanese?

A.—We are beginning to meet young recruits who have not got the same death-or-glory outlook as the old veterans. But the veterans are still there. They fight with the same fatalistic ferocity in any head-on skirmish. Where they are weak is when they are taken by surprise. Then they tend to give up much more easily—often by blowing their own brains out.

Q.—What about the complaints of excessive censorship on news from India and Burma?

A.—The trouble is two-fold—distance and mixed command. India with her immense internal security problem feels that she must control any messages relating to Indian defence. This often means that despatches, having passed through the Eastern Command censors, have to be sent thousands of miles to General Auchinleck's Central Headquarters. General Stilwell has been fighting his almost independent battle in the interior, and he has exercised his own censorship there. The battle has been so widespread, and communications so difficult and political issues so complicated, that it has not been easy to get a uniform policy over news. The most recent rumpus has not been over the Indian censorship but over the East Asian Command censorship.

Q.—Why has Mountbatten moved to Ceylon?

A.—The move was decided upon long ago, since Ceylon possesses ports and airfields in this largely aerial-naval campaign.

Q.—What about the future?

A.—There seem to be two main schools of thought. One that we must reconquer Burma and open up the Burma Road, and pump supplies into China. The other school says that the capacity of the old Burma Road was much exaggerated, and we must tackle Japan more directly by sea and air landings. Similarly, China must be supplied directly from the sea.

Q.—In general what is needed?

A.—More men, more ships and more weapons. We have great hopes that the European battle will be finished this year, and then we will get them.

IMPORTANCE OF WAR ON BURMA FRONT.

By Sir Keith Murdoch, Australian Newspaper Proprietor.

In nothing must we be more wary of old habits of thought and method than in appraising and fighting this Japanese war. In its barbarisms, its deadliness, its diseases and most of all its methods, it differs from all other wars, and differs also within itself in each zone.

On the Burma front, we are facing a guerilla man-to-man type of fox-hole fighting that took us months to learn and conquer in New Guinea, and which is going to take a long, exacting and individualistic effort in Assam. It is because the Japanese soldier is at his best in this infiltration and diehard method of warfare, that what might be called a campaign for roads, railways and rivers of the north-east must be long and difficult. Not only minor focuses must be adjusted but also major. It is a secondary front, and we can never have, at any rate, in the Arakan and in the Manipur-Assam area any other objective than to hold a ring round the Indian frontier.

To think of the reconquest of Burma by land is to think foolishly. Take a map and look at the serrated north-south mountain ranges, then look at the communications on our side.

This is not a possible system of communications for large offensives. Remember, it bears supplies for Stilwell's American-Chinese army advancing in Northern Burma, for the "Wingate" forces farther south, and for all the Assam divisions and also the oil supplies which are being flown into China. Add to these the oil for the planes that carry oil. On the Japanese side, from Rangoon are rivers, road and railway in parallel lines, each capable of supplying an army.

I am not going to say that we should not have known that this supply system was suddenly going to spill the divisions across the mountains and hills, to lap round the Imphal plain, and to flow over the vital road to Kohima and then surround Kohima. But this is certain that no normal methods of war would have prevented it.

These encirclements and straddlings of roads must, of course, be cleaned up, and there is no lack of confidence that it will be done. Even if the monsoon with its windy obliterations comes down before we have freed our forces, we can supply them by air.

But here we have the Japanese on their top note, their tough, sticky, obdurate killing note, before they are reduced by the harsh superiorities of manhood and equipment.

It is a secondary or even a tertiary front. Great battles against the Japanese army must be fought some day far away from here, but it is in my opinion a serious threat.

The Dimapur railway could go and leave us enough to struggle on with. But the Japanese are after much more than that. They have the Brahmaputra in mind, and the road that Stilwell's Americans with all their immense gear are driving towards Myitkina. In this area Stilwell and the "Wingate" forces are doing well, surrounding Japanese concentrations and killing many, but the Brahmaputra and its railway are essential to them. We have supreme control of air, with massive transport services and bombers that go deep behind the Japanese lines, and fighters that destroy what they see.

A Japanese plane is seldom seen.

Our officers and men are in good heart and fighting well. What praise and consideration they deserve! They are saturated with the tropics, where distance and terrain are distressing, and they are fighting a difficult and barbarous type of warfare. Whether the American road with its oil pipeline should have been allowed to govern our strategy here is to my mind highly debatable. I do not believe that even those great constructionists, the American Army Engineer Corps, can get it through to China in time to help. Not only because of the mountains fantastically high, but because it would be repeatedly raided. But that is another story.

NEW GUINEA CALENDAR.

Japan's drive south terminated at New Guinea. This island stood as a buffer between Japanese dreams of isolating Australia; but, in the same manner, Japan desired to use New Guinea as a barrier between the inevitable Allied thrust northwards from Australia itself.

Below are given a few useful dates showing the steady advance the Allies have made towards the reconquest of New Guinea.

September 1, 1942:	**Allied victory at Milne Bay.**
December 10, 1942:	**Victory at Gona.**
December 14, 1942:	**Victory at Buna.**
September 12, 1943:	**Reconquest of Salamaua.**
September 17, 1943:	**Capture of Lae.**
October 2, 1943:	**Victory at Finschhafen.**
January 2, 1944:	**Taking of Saidor.**
April 13, 1944:	**Bogadjim.**
April 22, 1944:	**Allies land at Hollandia.**
April 27, 1944:	**Madang falls**

Mr. Curtin on Japanese Losses.

Mr. Curtin, the Australian Prime Minister, releasing figures about Japanese losses in the South West Pacific, gave the following statistics:

100,000 to 150,000 Japanese troops killed.
5,000 to 6,000 Japanese aircraft destroyed.
140 to 170 Japanese warships sunk.
200 to 270 Japanese merchantmen sunk.

HOW TO FIGHT THE JAPS.

Johnnie Jackson took a single fighter across to Lae on a daring reconnaissance, saw his own brother shot down into the sea, was shot down in flames over Lae, made his way through terrible jungles and swamps to reach a rendezvous with an American dive-bomber, which took him back to Port Moresby through the spattering lead of a Jap fighter force that was raiding the face. Still ill from his dreadful ordeal, he insisted on taking his fighter up against an overwhelming force of Zeros. And died as he lived.

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

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26—5—44	Pappapatti.
27—5—44	Tirumayyam.
28—5—44	Marudankonviduthi.
30—5—44	Kudumiyamalai.
31—5—44	Kilanilai-Puduppatti.
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Sri Brihadamba State Press, Pudukkottai. 600—20-5-44.